



THE USS PROVIDENCE (CLG-6) WESTERN PACIFIC CRUISE 1966-1968

This book depicts the activities and achievements of a ship and large staff working closely together during a two year period. It is a tribute to the devotion to duty and tireless efforts of those who served aboard in either ship or staff.

PROVIDENCE began her WESTPAC Tour as the Flagship of then Vice Admiral John J. Hyland, now Commander-in-Chief, United States Pacific Fleet. Since November 6, 1967, she has been the Flagship of Vice Admiral William F. Bringle.

There have been three commanding officers during the period. Captain Charles H. Tisdale, Jr., began the deployment. Captain Norbert E. Aubrey, Jr. led PROVIDENCE to the Navy Unit Commendation with his outstanding leadership. It has been my privilege to command the ship for the last five months of her deployment.

A total of more than 115 officers and 1,200 men have served in the ship during the deployment. Similarly, more than 114 officers and 600 men have served on the SEVENTH Fleet staff during the deployment.

Both ship and staff have performed with unwavering constancy and dedication and have made a major contribution toward successful conclusion of the Vietnamese conflict. The dedication so often demonstrated by the men between the covers of this book is something of which our nation, and each of us, can be proud.

L. E. Tisdale, Jr.

TABLE OF CONTENTS

HISTORY	4
COMSEVENTHFLT	9
AINS OF PROVIDENCE	12
CONUS	18
HAWAII	20
EXECUTIVE	24
YOKOSUKA	32
ENGINEERING	38
CEREMONIES	70
JAPAN	72
FLAG	84
PHILIPPINES	120
THAILAND	130
WEAPONS	134
HONG KONG	176
OPERATIONS	184
THROUGH THE EYES	196
ON THE LINE	200
MEDICAL/DENTAL	208
ON THE FANTAIL	214
KOREA	216
SUPPORT	224
0° LATITUDE	244
TAIWAN	245
NAVIGATION	256
SINGAPORE	264
MALAYSIA	268
OKINAWA	270
COMMUNICATIONS	272
SPORTS	282
IT 'O STOUT AN' CHIPS	284
"BIG GUN" AWARD	289
ITALIA AND OUTCHOP	290
UNIT COMMENDATION	294

gines and reduction gears. In every manner, the U.S. Navy has kept up with the technological advancements of our world. New words, equipment, men and ships have replaced the tiny wooden vessels of early America.

Yet, the wind still waits for the sails, the stars hang steady for navigators in blue night skies and the seas still reach foreign shores. Stand on any deck at night. Close your eyes and smell the salt wind. Feel the spray and then, in some mysterious manner, you'll hear the whistle of wind through rigging and the flap of a mainsail. It is still there, but you have to imagine it. Or do you?

Throughout the cruise, the drone of the cruiser at work, has deadened other sounds, but every now and then unexplainable noises and sightings have occurred. It seemed insignificant at the time, but by adding these events together, a pattern is formed. It's almost as if...no, that's too utterly improbable. However, who can explain the rattle of a sword in "Combat," or the sounds of heavy boots on the maindeck? What of the piece of red sash found in the passageway by the Ship's Store, or the 200-year-old coins in the cash register of the "Gedunk" after movie call? What of the dirk stuck in the railing on the bridge? It all adds up to...visitors.

The sea protects her own. She lulls them to sleep with her motion, provides food for her millions, and a final resting place for those who now rest in her bosom. The sea is the mother, and who is to know what kind of watch she sets on us?

Suppose Mother Sea decided to look in on us. Would she send a mariner unschooled in the ways of the Navy? Would she send a pirate too rowdy to notice perfection? I think not. Who then would she send? What watcher or group of watchers would know what to look for on PROVIDENCE? Who could best ascertain her levels of achievements? Who could be sure PROVIDENCE is living up to her name? For this answer we must look back, following PROVIDENCE's lineage as we would a thoroughbred to view her history. It is said all events occur in groups of three and even with PROVIDENCE this is true.

Three ships of the fleet have sailed under the name of the capital city of Providence, Rhode Island. There was also an Army gondola in the fleet of

fleet vessels have been ragsnips, and all have felt the dominating influence of John Paul Jones.

The armed sloop PROVIDENCE (ex-KATY) was at one time the Flagship of the Rhode Island State Navy. The frigate PROVIDENCE was the Flagship of Commodore Abraham Whipple's squadron. The light cruiser PROVIDENCE (CL-82) served as a Flagship in North African waters and since her conversion to a guided missile light cruiser has served as Flagship of the FIRST and SEVENTH Fleets.

The first progenitor of the present guided missile light cruiser was the Armed Sloop PROVIDENCE. On October 30, 1775, the first Congress in its initial legislation on naval matters passed a resolution directing a committee... "to fit out two swift sailing vessels to cruise to the eastward to intercept supplies and transports intended for the British Army in Boston." These two ships, the first to sail against the enemy, were the sloops PROVIDENCE and LEXINGTON.

PROVIDENCE was an ex-merchant (KATY) then in service as Flagship of the Rhode Island State Navy. She was deep, beamy, and fast; about 70 feet long overall not including a 39 foot bowsprit, 20 foot beam, with 84 foot mast. Her armament consisted of 12 4-1b swivel guns on the bulwarks. She had a crew of 73, about one twentieth the size of the present crew and staff of the Guided Missile Cruiser.

The Captain's and officers' cabins together with the galley and wardroom were under the quarterdeck; the enlisted men slept in hammocks slung on the berth deck below the gun deck, which had no ventilation except that which came through the hatches in fair weather. She was the equivalent then of what would be a destroyer today, a frigate being equivalent to a cruiser, and a ship-of-the-line equivalent to a battleship.

The sloop PROVIDENCE had a most illustrious career. On her first employment with Captain John Hazard as her skipper she took part in Commodore Esek Hopkins's capture of New Providence, Nassau, in February and March 1776. Their booty included 88 cannons, 15 mortars, 5,458 shells, 11,077 cannon balls, 24 casks of powder, gun carriages and ordnance tools, and a cask of spirits. John Paul Jones was present in this victory as First



lieutenant on the Flagship ALFRED. On its return to New London, the quadron captured the armed schooner HAWK and the bomb brig BOLTON off Block Island. Two days later on April 6th, the small fleet was engaged in a battle with the frigate HMS GLASGOW. After a short but serious battle, the damaged GLASGOW disengaged and made good her escape.

On May 10, 1776, John Paul Jones was given command of sloop PROVIDENCE with the temporary rank of Captain. He relieved Captain Hazard in Narragansett Bay where PROVIDENCE had sailed from New London after unloading the captured ordnance. This was the first naval command of John Paul Jones. Captain Jones passed the next three months working his vessel into shape and making short cruises including one on June 13th where he delivered cannon to Washington's Army at Fisher's Island. During this trip he rescued a brigantine, loaded with military stores, from HMS CERBERUS.

The cruise was to become the happiest and most rewarding of John Paul Jones's naval career was authorized when he received this letter from the Marine Committee:

IN MARINE COMMITTEE
Philada. August 1776

Sir
We have ordered the Provisions & Stores you requested, to be sent on board the Sloop Providence which you Command under Authority of the United States of America, so that the said Sloop being now ready for Sea, you

from the Journals of Congress respecting the Navy Prizes &c by which you will know with precision what Vessells can be made Prizes and which not. You have also herewith a list of the Continental Agents in each State & to some of them your Prizes must be addressed according to the Port they arrive in. Your Cruize may be for Six Weeks, two or three Months just as Provisions, Water & other Circumstances point out to be best. If you gain any material Intelligence you must put into the nearest port of the Continent & dispatch an Express to us with the same. You must by all opportunities transmit us an Account of your proceedings & of such Occurances as you meet with. You are to be particularly attentive to protect, aid & assist all Vessels & property belonging to these States or the Subjects thereof. It is equally your duty to Seize, take, Sink, Burn or destroy that of our Enemys. Be carefull of the Sloop, her Stores and Materials, use your People well thereby recommending the American Naval Service to all who engage in it, and we also recommend Humane kind Treatment of your Prisoners.

These things duely observed will recommend you to the attention & regard of this Committee

We are Sir
Your hble servants
JOHN HANCOCK GEO. READ
FRAS. LEWIS ROBT. MORRIS
GEO WALTON FRAS. HOPKINSON
JOSEPH HEWES ARTHUR MIDDLETON
WM. WHIPPLE

To
John Paul Jones Esq

own, with nobody to give him order once he had dropped down the Delaware. The officers of PROVIDENCE under Captain Jones were William Grinnell, John Peck Rathbun, William Hopkins, and surgeon Henry Tillinham, all from Providence. He had two midshipmen, Joe Hardy and Barnabes Gallagher. His crew was composed of 13 petty officers, 13 seamen, 3 boys, Marines under Captain Matthew Parke, USMC, 17 soldiers of the Rhode Island Brigade, 7 "Landsmen" and a few odd ratings. Jones had great success in persuading British prisoners to enlist with him, and he obtained more men from prizes taken on the cruise.

Within a week after her departure from the Delaware Capes on August 21, 1776, PROVIDENCE captured the whaling brigantine BRITANNIA. On Bermuda on September 1st she had her famous encounter with H. M. Frigate SOLEBAY during which Jones completely out-maneuvered her and made a "hairbreadth escape." A ballad recounting this adventure of John Paul Jones and PROVIDENCE making sport of the much larger SOLEBAY was quite famous.

On September 3rd, PROVIDENCE took the Bermudian brigantine SLY NYMPH bound for London with a cargo of rum, sugar, ginger, oil, a "Twelve pipes best particular London Market Madeira wine." On September 6th, PROVIDENCE made a third capture, brigantine FAVOURITE bound from Antigua to Liverpool with a cargo of sugar. A prize crew was placed aboard her but before she could make



PERKINS, M. BM1

OLSON, L. A. BM1

COWART, S. M. BM2

ROBERTSON, J. E. BM3

MASINGILL, R. A. BM3



CLARK, D. H. BMSN

PEEL, C. G. SN

DAMSCHEEN, J. SN

JASON, T. E. SN

MULL, R. A. SN



AKINS, R. S. SN

HICKS, L. M. SN

BRADLEY, C. J. SN

DAVID, D. J. SN

HARBISON, L. K. SN



MCKAY, R. L. SN

JENNINGS, R. O. SN

BORGE, P. A. SN

KILLINGER, R. M. SN

MORELAND, C. E. SN



MOSS, J. L. SN

MYERS, R. E. SA

BEASLEY, W. G. SN

MELANCON, G. J. SN

WRIGHT, D. M. SN

